

HAMBURG PORT TARIFF

The following amendments and additions to the Hamburg Tariff become operative with effect from 1st April 1946 unless otherwise stated.

PILOTAGE (with effect from 1st August 1946)

AMEND the following:

I(b) to read:

	pence
(b) for vessels up to 1800 NRT	.48 p.NRT
plus for each additional NRT between 1801 and 3600	.57 p.NRT
plus for each additional NRT over 3600	.23 p.NRT

II to read:

IIa(a) HAMBURG to pilot station lightvessel Elbe 3 140% pilot of the basic rate  
 II (b) HAMBURG to pilot station steamer 165% of the basic rate.

VII to read:

VII(a) BRUNSBUETTEL to pilot station lightvessel Elbe 3 110% of the basic rate  
 VII(b) BRUNSBUETTEL to pilot station pilot steamer 165% of the basic rate.

IX to read:

IX(a) CUXHAVEN to pilot station lightvessel Elbe 3 55% of the basic rate  
 IX(b) CUXHAVEN to pilot station pilot steamer 110% of the basic rate.

MATERIAL

The charges to be amended as follows:

(a) Delivery ex water boat

per ton cbm	3/-
up to 3 tons	20/- minimum
from 3 to 13 tons	40/- minimum

(b) Delivery ex quays

per ton cbm	1/3
minimum	15/-

SHEDDINGAdd

carpenters	7/2 d per hour per man
foremen	3/6 d per hour per man

overtime:

carpenters	7/2 d per hour per man
foremen	4/6 d per hour per man

- continued page 2 -

Page 2

GRAB CONCERNSADD

Discharging grain by elevator 2/8 d per ton of 1000 kg.

For all extra work actual cost plus 30% charge for management.

Opening emptying and bundling of bags 1/- per 10 bags or part.

On the total of above charges 8% insurances.

Transport of labourers to and from the vessel £ 2.0.0 per dayshift and £ 3.0.0 per nightshift.

Towage of elevator to and from the vessel £ 7.0.0 per elevator-

Overtime 40% additional.

TAKING TARIFFTHIRD CARGOESGeneral Cargoes.

LAND "Mixed cargoes	per	rence	1000 kg" to read
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"Mixed cargoes	per	6.0	1000 kg or measurement"
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AD to page 2: (wef 1st August 1946)

Palliating of vehicles, loading and discharging	7.5	per	1000 kg.
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ADDITIONAL PAYMENT TO BE MADE ADD:

Including Crane Tariff for the Port of Hamburg.

CHARGING SCALE MARITIME FOR THE  
FLEET OF SHIPS.

Floating Crane	Lifting Capacity	Normal working hour	Special Charge per hour	Sunday work Overtime per hour
SK I	30 ton	£ 4. 0. 0	Working in the stream £ 3. 15. 0	£ 4.15. 0 £ 5.10. 0
SK II	30 ton	£ 3. 0. 0	£ 3. 15. 0	£ 4.15. 0 £ 5.10. 0
SK III	2 ton	£ 3. 2. 6	With hook £ 3. 15. 0	£ 3.15. 0 £ 4. 7. 6 With hook £ 4. 7. 6
SK IV	2 ton	£ 3. 2. 6	With hook £ 3. 15. 0	£ 3.15. 0 £ 4. 7. 6 With hook £ 4. 7. 6
SK V	100 ton	£ 7.10. 0	Waiting hour £ 3. 0. 0	£ 7.10. 0 £ 7.10. 0 + 25%
SK VI	10 ton	£ 3. 2. 6	With hook £ 3.15. 0	£ 3.15. 0 £ 4. 7. 6 With hook £ 4. 7. 6
SK VII	100 ton	£ 8. 4. 0		£ 10.5. 0 £ 10.5. 0
SK VIII	90 ton	£ 8. 0. 0	Pontoon per day £ 2. 5. 0	£ 8.0. 0 £ 8. 0. 0 + 25% + 25%
SK IX	175 ton	£ 10. 0. 0	Minimum charge 5 hours	First two hours £ 12. 0.0 £ 12. 0. 0 + 20% After £ 10.0

According to the size of the tugs required in extra charge of £ 1. 5. 0 to £ 2. 0. 0 p.h. will be rate. Number and size of tugs to subject to weather conditions and kind of work to be performed. All the lifting work is in operation and when transferring to and from the ording place all risk goes for a/c of the shipowner.

PILOTAGE

The ~~German~~ pilot boards the vessel from the light-ship "ELBE 3" and takes charge of the vessel until arrival at Brunsbüttel (Kiel Canal) where he is replaced by the so-called "Böschpilot", who takes the vessel to the Hamburg port district. Sailing within the harbor is carried out by harbor pilots.

The charge from Brunsbüttel to Hamburg constitutes the basic rate on which all other charges are calculated:

I. BRUNSBÜTTEL - HAMBURG (Basic rate)

- a) .21.6 per decimetre of vessel's draught
- .48 per ton of vessels NRT up to 1800 t
- + .37 per NRT exceeding 1800 t up to 3600 t
- + .23 per NRT exceeding 3600 t.

II. HAMBURG - SEA (light ship "ELBE 3") 140% of the basic rate

III. HAMBURG - CUXHAVEN 120% of the basic rate

IV. HAMBURG - BRUNSBÜTTEL 90% of the basic rate

V. SEA - BRUNSBÜTTEL 155% of the basic rate

VI. CUXHAVEN - BRUNSBÜTTEL (and vice versa) 55% of the basic rate

VII. BRUNSBÜTTEL - SEA (light ship "ELBE 3") 110% of the basic rate

VIII. SEA - CUXHAVEN " " " 110% of the basic rate

IX. CUXHAVEN - SEA " " " 55% of the basic rate

The basic rate from Brunsbüttel to Hamburg is charged to the next Shilling, and the minimum amount charged is £ 4.10.0

For bringing the "Böschpilot" on board at Brunsbüttelkook a charge of 15/- is made.

From October 1st until March 31st a winter charge of 25% on the above rates is made.

Sailing vessels and vessels with auxiliary engines only to pay an additional 25% on the above rates.

For pilotage to or from ports on the Elbe, situated between Brunsbüttel and Cuxhaven, the same charges apply as to or from Brunsbüttel.

NOTE:

Pilotage is compulsory for all vessels of and above 200 NRT from Sea to Hamburg and to all intermediary ports on the Elbe. Vessels under 200 NRT, making use of their right to sail without a pilot, must call at Cuxhaven to have their stores and cargo sealed by Customs. They must then call at the Customs House at Hamburg where the seals are removed if the vessel proceeds to the Free Port.



HARBOR DUES

The following harbor dues have to be paid by all vessels in the Port of Hamburg:

	pence (per ncbm)
Sailing and motor	1.92
Sailing vessels above 400 ncbm	2.04
Vessels of all descriptions arriving from and sailing for ports in the North Sea or Baltic	Sea 2.04
Other Vessels	2.52
Norwegian, British, Irish Ports and French Channel ports including Brest are regarded as North Sea ports	

In the following cases only half of the above harbor dues are to be paid:

- a) Each vessel arriving in ballast and leaving with cargo
- b) Vessels carrying bulk cargo of the following natures:

D.B.E. (Bauholz) staves, pulpwood,  
stones of all kinds, paving stones, bricks, tiles,  
floor stones, slates, cement, lime, sand.  
Gypsum, chalk, clay, china clay, bauxite,  
iron ore, zinc ore, phosphate, sulphur, pyrites,  
bog ore, burnt ore.

- c) for grain the whole harbor dues must be paid

One penny per ncbm to be paid in the following cases:

- a) vessels arriving with cargo loaded in German ports and leaving with cargo for German ports only,
- b) vessels arriving in ballast and leaving with cargo for German ports only.

No harbor dues to be paid in the following cases:

- a) vessels arriving and leaving in ballast,
- b) vessels arriving for repair only or for bunkering, and vessels seeking the port for refuge and leaving with the cargo on board which they had on arrival.

QUAY DUES

The WEIGHT- and TONNAGE DUES are quays dues, payable by all vessels loading or discharging cargo at the public wharves in Hamburg.

## I WEIGHT DUES:

- |  | pence |
|--|-------|
| a) for vessels clearing for or from European ports including Madeira, the Azores, Canary Islands or ports in the Mediterranean, the Black Sea and the Sea of Azov, per ton cargo | 16.8  |
| b) for vessel's clearing for or from other ports: discharging cargo, per ton cargo   | 28.8  |
| loading cargo, per ton cargo   | 36.0  |
| c) When a vessel berths at the "Freiladekai", and the cargo is loaded or discharged into trucks, lighters etc., per ton cargo  | 4.8   |

## II TONNAGE DUES:

These dues are payable per cbm on vessels net register tonnage and per 24 hours at quay; they vary according to the size of the vessel as follows:

from 1001 net cbm	up to 1000 net cbm	.48
" 3001 "	3000 "	.72
" 6001 "	6000 "	.96
over 10000 "	10000 "	1.20
		1.44

## SUMMARY:

The owner has to calculate with the following quays dues:

AT PUBLIC WHARVES with quay sheds (Kaischuppen) weight and tonnage dues as under I a & I b & II

AT FREILADEQuay weight dues as under I c ( 4.8 in all)

In the RIVER  
no weight or tonnage dues

AT PRIVATE WHARVES  
no weight or tonnage dues  
(e.g. Kali Quay, Rethe (Kali(potash)Kaisit) and Coal quays (coal coke etc.)

**TUG BOAT TARIFF**

Rates of tug boat assistance to sea-going vessels  
in the Port of Hamburg:

<u>Size of Tug Boat:</u>	<u>per tug boat and half hour:</u>
..... 100 HP	2. 0
from 101 - 150 HP	12. 0
" 151 - 200 HP	13. 6
" 201 - 250 HP	15. 0
" 251 - 300 HP	20. 0
" 301 - 350 HP	25. 0
" 351 - 400 HP	30. 0
" 401 - 450 HP	35. 0
" 451 - 500 HP	40. 0
" 501 - 550 HP	45. 0
" 551 - 600 HP	50. 0
above .... 600 HP	60. 0

For towing before and after working hours 20%, on Sundays  
25% additional costs are charged.

The first hour will be reckoned as a full hour.

**MOORING AND UNMOORING FEES**

The following charges are made for vessels:

	S.      d.
up to 1000 Gr. Reg. T.	20. 0
from 1001 - 2500 "	30. 0
" 2501 - 4000 "	40. 0
" 4001 - 5500 "	50. 0
" 5501 - 10000 "	60. 0
above 10000	30. 0

**Coal Carriers:**

up to 2000 Gr. Reg. T.	20. 0
from 2001 - 3000 "	24. 0
above 3000	30. 0

Should vessels be served in the Petroleum Hafen or beyond Kuhwürder an increase of 50% of the rates will be charged.

In case of ice a charge of an extra 50% of the rates will be made in the winter.

LAUNCHES

- (a) Requisition for a long period : 9/- the hour, no matter size of launch and strength of engine. For work before and after working time and on Sundays no additional costs.
- (b) These costs include wages, petrol and costs of maintenance. Insurance is paid by the owner. Should wages be paid direct from any other office, they are to be deducted from the respective account.
- (c) For temporary use: 9/- the hour plus any additional costs as above.

W A T E R

The charge for water (drinking and boiler water) supplied

a) to vessels in the river

per ton (cbm)  
minimum charge

s.d.  
3.0  
40.0

b) to vessels at the quay

per ton (cbm)  
minimum charge

1.3  
15.0

~~STEVEDORING~~

The following rates are not valid for the discharging or loading of averaged vessels.

For vessels over 12,000 Gr.Reg.T. the rates are increased to 15%.

Workmen ordered and who for some reason or other cannot work must be paid for by the vessel.

Transport of workmen to and from vessel is to be paid with £ 2.10.0 per shift. Transport beyond the Köhlbrand £ 3.15.0 per shift.

Booming off the vessel £ 2.10.0; the assistance for booming off to be paid by the vessel. Booming off is for risk and account of vessel, also breakage and loss of the spars. Hire of spars, including towage of the spars, £ 3.10.0 per spar. The ship has to supply the necessary material for the lashing of the spars.

Rigging on and off, changing loading or discharging gear, also taking off hatches is to be done by the vessel. In case this work is to be done by the stevedores men, it is without his responsibility.

All work done in early hours or preparation hours, or work in peek, poop, bunkers bridgedeck, parcel rooms or refrigerator rooms, is to be paid extra; extra ten for this work £ 1.14.0 per foreman and £ 1.2.0 per man, based on wages for the first shift.

Overtime for middle-, 2nd and 3rd shift 10/- per gang per hour extra, or £ 3.0.0 for middle, or £ 4.0.0 for 2nd and 3rd shift; for first and second Sunday and holiday shift, and shifts the day before holydays 14/- per gang per hour, or 84/- per shift, and for 3rd and 4th Sunday and holiday shifts and shifts the day before holidays £ 1.0.0 per gang per hour, or £ 6.0.0 per gang and shift.

For gangs working Sundays or holidays on pit props or pulp wood, including the loading of lighters or trucks, £ 6.0.0 per gang and shift.

In case only three hours overtime is ordered and work is to be done after the 3rd hour, in addition to the cost for night work 2/9d. per man and 4/3d. per foreman per hour is charged for hours lying idle.

The necessary gear for loading or discharging, also steam for the winches and rope for strops, is to be supplied by the ship. In case stevedores supply gear or strops the hire for such gear will be charged as follows:-

motor car gear 6/-, lumps 4/-, net slings 10/-, flour slings, trays, baskets, tubs 5/-, strops 2/6, wheel barrows 4/-, chains 2/-, trastles 1/-, shovels and rakes 8d, wire runners 8/-, per piece and shift.

- 2 -

For additional floating-stemhoisters £ 3.4.0 for the 1st shift is charged; towage extra.

Drumend-men £ 1.2.0 per first shift extra.

For transport and towage in ice, an additional ice tax is charged in accordance with tariffs issued by the respective authorities.

STEVEDORINGFor DISCHARGING and LOADING vessels by hand tongsDischargingLoading

General Cargo	3/- per ton weight	4/- per ton weight or measure
Bagged Cargo	2/6 per ton weight	3/6 per ton weight
Ammunition	4/- per ton weight	5/- per ton weight
Scrap Metal (light)	-	4/6 per ton weight
<u>Bulk Cargoes</u>		
Grain	2/8 per ton weight	-
Ores (tubs)	3/6 per ton weight	-
Phosphates etc. (tubs)	3/10 per ton weight	-
Vehicles	6/- per ton weight	7/- per ton weight
Fish,Barrels/Boxes	2/6 per ton weight	-

~~of GRAB CONCERNS, valid from February 2th 34~~

~~Coal, Coke and loose unpacked briquettes.~~

Discharging ex Sea-going Ships per 1000 kg

Foreign Coal

1) Selftrimmer	1. 1.2
(a) gas and bunker coal	1. 2.4
(b) industry and household coal	
2) Liners and sailing vessels	1. 6
3) Irregular Steamers	1. 3.6

Upper Silesian Coal (via Stettin)

1) One dock vessels	1. 0
2) vessels with a tween deck	1. 2.4

Westfalian Coal

1) Selftrimmer	1. 1.2
2) ex other sea-going vessels	1. 3.6

Coke (independent of origin)

Discharging ex barges

Coal and unpacked Briquettes	1. 1.2
Coke	1. 6

Discharging ex Lighters

Coal and unpacked briquettes	1. 2.4
Coke	1. 7.2

Delivery from store (plant)

Coal and coke not weighed, into water craft or upon store	1. 2.4
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Extra Payment for

Weighing	1. 2.4
Delivery upon O-Waggon, weighing included sifting	1. 4.8
	1. 0.

Discharge or Delivery on to vehicles  
(incl. weighing)

Coal and loose unpacked briquettes	
1) ex steamers (liners excluded) lighters, barges and from store	2.0, 2.4.8
2) ex liners	
Coko	2.4.8
Gravel	1.0.

- 2 -

<u>Other Bulk Cargoes</u>	<u>per 1000 kg</u>
	s d
<u>Discharge ex Sea-going Vessels</u>	
Residues of ore and sulphur	1.9.6
" refined ore and sulphur during the war	1.2.8
Bauxit raw	2.2.1
Bims gravel refined	1.9.6.
Ore:	2.1.2
Galmei (spelter ore) }	
copper }	2.2.1
copper stone }	
manganese ore }	
Ore concentrates	1.9.6
Feldspat	2.2.1
casting ships	1.9.6
Kaolin	1.9.6
bones	5.0.4
moler earth	1.6
phosphate (raw and super phosphate) apatit	
for manure	2.4.3
retort black lead	3.0
salpeter, granul.	1.8.4
sulphur	2.2.1
sulphur gravel (Cypern-Gravel expected)	2.2.1
Argillaceous earth (from the Eifel) unweighed,	
into water craft	2.7.2
sulphur gravel concentrates	1.9.6
<u>Transshipment from Water Craft into Vessels:</u>	
(Trimming not included)	
Ballast sand	1.6
Bauxit, raw, defined, grinded	1.9.6
" in original quality	2.0
Bims-gravel, refined	1.9.6
Aluminium earth	2.2.4
oil cake	3.0
pitch	2.6
argillaceous earth for non-European destination	2.8.4
" " " European destination	1.9.6
Salts of all description (potash etc.)	1.8.4
Furnace slag (fine)	1.4.8
stone salt in pieces	2.0
slate earth burnt	1.9.6

- 3 -

	per 1000 kg
weighing	2.4
weighing of chicory roots, bones, oil cake	4.8
shipment on O-Waggon (weighing included)	7.2
" " K-waggon "	9.6
" " G-waggon "	1.2.4
vehicles and lorries	1.0
 The rates mentioned are for work executed in the 1st and 2nd shift. When work is carried out in the 3rd shift or on Sunday or holidays, the following extras are to be paid:	
for coal	2.4
for all other articles	4.8
minimum	<u>L 7.10.0 per grab and shift</u>

unless otherwise stipulated in this tariff.

Rent for bridges without grabs incl. crane master and electric current:

1st shift	<u>L 12.0.0 per hour</u>	<u>L 2.0.0</u>
2nd and 3rd shift	<u>L 15.0.0 " "</u>	<u>L 2.10.0</u>

## HAMBURG READING TEST

## INWARD CARGOES

## Bulk Carries

grain, discharged by elevators	1.0	1000kg
seeds, discharged by elevators	1.0	"
peas, beans, lentils etc, discharged by hand	2.5	"
groundnuts	5.0	"
phosphate, coal, ore, discharged by grasp	1.0	"
dto. discharged by hand	2.5	"
Copra	6.0	"
oil cake	5.0	"
nitrats	2.5	"

## Bag Cargoes

soyabean, rice lentils, nitrate	3.0
coffee, cocoa, grain, peas, beans, lentils	
etc, palm kernels, seeds, groundnut kernels,	
flour	3.5
bran, copra, cotton seed, soyabean meal, oil cake	
cotton seed meal, rice meal, quebracho-extract,	
and groundnuts, pepper	5.0

## General Carries

Lard, oil, tallow, casings and asphalt (in barrels)	3.5	"
copper, lead, zinc	4.0	"
tobacco	7.0	"
rosin and turpentine	6.0	"
mixed cargoes	6.0	"
refrigerator cargoes	6.0	"
telegraph poles	9.6	"
cork and esparto grass	1.0	bale
cotton, hemp and jute	1.0	"
cotton from America	1.5	"
wool from Austria and Africa	1.5	"
wool and hides from River Plate	2.0	"
wool and hides from Levant	2.0	"
loose hides	1.5	10 hides
salted hides in bundles	1.0	bundle

### Wood Carries

logs	4.0	1000 kg
lumber	8.5	"
quebracho wood	5.0	"
pitchpine timber	14.5	standard
deals, boards, battens (from the Baltic)	18.0	"

- 2 -

<u>OUTWARDS CARGOES</u>	<u>nett</u>	<u>per</u>
General Cargo (measuring up of general cargo on quay to be paid in days wages)	6.5	measurement ton
Rice, cocoa and malt in bags	4.0	1000 kg
Salt and sugar in bags, 100 ton and more	3.5	"
Cement in casks and bags	4.0	"
Iron drums, empty	1.0	drum

Night work, Sunday work and overtime on rate basis is to be paid at the rate of 1/6 per man and hour. Sundays and holidays after 2nd shift is to be paid with 2/- per man and hour. Measuring up of cargo on quay, sifting and cleaning of loose cargo and sweepings, sewing and mending of bags etc., is to be paid at the following rates:-

Foremen: 1 shift 30/-, overhour 4/6, 2nd and 3rd shift or Sunday/Holiday 34/- and

26/- per man for the first shift and	3/9	- an hour overtime
29/- " " " 2nd " "	3/9	" " "
29/- " " " 3rd " "	3/9	" " "
29/- " " " Sunday and Holiday	3/9	" " "

Owner's contribution to labourer's insurance 4/-.

INDEX  
PREMIUM TARIFFS

	<u>Page</u>
Bremmer Lagerhaus Gesellschaft	
a) Interim Tariff effective to 7-31-46 (Overtime Waiting Time ashore, Floating Crane, Quay Dues etc.)	30 - 38
b) Tariff effective from 8-1-46 (Overtime, Waiting Time ashore, Floating Crane, Quay Dues etc.)	47 - 56
Checker	
a) Tariff effective 3-12-46 to 5-12-46	III
b) Tariff effective 5-12-46 to 10-31-46	23 - 24
c) Wages for Checker	42 <sup>a</sup> , 43 <sup>b</sup>
d) Tariff, effective December 1st, 1946	25a
Collection of Port Charges	3
Cleaning of Vessels	59b
Garbage Service	6
Handling Lines	5
Laundry Tariff	58 - 59
Pilotage	
a) Seapilotage	9 - 12
b) Weser River Pilotage	13 - 16
Quay Dues	3 - 4
Sandballast	44 - 44a
Stevedoring	
a) Tariff effective 3-12-46 to 5-12-46	I - II
b) Tariff effective from 5-12-46	20 - 29
c) Addenda to Stevedoring Tariff	25
d) Tariff for Discharging of Grain	57
e) Wages for Stevedores	39 - 41
Tonnage Dues	1 - 3
Tugboat Tariff	17 - 19
Water	7 - 8

I N D E X (CONTINUATION)

BRAKE TARIFFS

	Page
Electric Current	26
Garbage Service	27
Handling Lines	27
Quay Dues	26
Stevedoring	57
Tonnage - Dues	26
Tugboat Tariff	27
Water	27

FARGE TARIFFS

NORDENHAM TARIFFS

Electric Current	28
Garbage Service	28
Handling Lines	28
Quay - Dues	28
Sandballast	46
Sandballast (Baltic Program)	45
Tonnage Dues	28
Tugboat Tariff	28

EMERIKHAVEN TARIFES

Boat assistance, handling lines	61
Fender	62
Floating Crane	62
Garbage Service	62
Port Pilotage	63
Quay - dues	61, 64
Tonnage - dues	60

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## VEREIN DER BREMER STAEDTERSTEERLBE e.V.

Bremen, March 12th, 1946  
 Elsasserstrasse 33  
 Phone: 4 17 14 / 4 56 42.

To

Bremen Civil Port Authority - German -

Bremen  
Haus des Reichs

Re: Offer of Stevedoring- und discharging work in  
 the Ports of Bremen City

The Bremen stevedoring firms joined in the above Association herewith beg to submit you the following order for a trial period of 2 months. The Stevedoring- und discharging work in the Bremen Ports will be executed at following charges:-

	1.	2.	3.
Discharging Stevedoring of sea-going vessels	Discharging in sea-going vessels	Discharging in barges	
piece goods, normal 1,60 p.1000 kg	1,75 p.1000 kg	0,80 p.1000 kg	
" " "	"	"	
for closed or lying together parties of the same cargo and marks of 500 ts and more	1,45 "	1,75 "	0,80 "
piece goods, bulky, double measure and more	1,10 p. cbm.	1,25 p. cbm.	0,60 p. cbm.
goods in bags, light c.c. oats, bran	1,80 p.1000 kg	1,95 p.1000 kg	1,20 p.1000 kg
goods in bags, heavy c.c. rye, wheat, nitrate in bags	1,20 "	1,35 "	0,70 "
goods in barrels, normal	1,30 "	1,45 "	0,75 "
empty barrels cotton from USA if directly loaded in wagons	0,13 each	0,16 each	0,08 each
	1,20 p.1000kg	1,35 p.1000 kg	0,80 p.1000 kg



- 2 -

trimming of ballast)

heavy collyes more than 2,500 kg each } charges employed plus surcharge to be fixed by price-control office.

special work waiting time } charges employed plus surcharge to be fixed by price control office.

In case loading or discharging work into lighters or barge be done with winches or gear of sea-going vessels, prices mentioned under 1 and 2 will increase for RM 0,15 (surcharge for work alongside). Winch- and gyro-men will have to be paid for with an extra fee, viz- according tariff wages plus adequate surcharge to be fixed by price control office.

All prices for day-work in full (8 hours) working-days shift. For work beyond the regular (8) hours) working-days shift following surcharges will have to be paid:

	concerning No. 1 and 2	concerning No. 3
for overtime work per gang and hour	RM 6,50	RM 3,25
for night work per gang and shift	RM 52,--	RM 26,--
for Sunday and holiday work per gang and 1st or 2nd shift	RM 78,--	RM 39,--
" " " 3rd " 4th "	RM 95,--	RM 47,50

All work lying beyond ordinary stevedoring- and discharging work as f.i. clearing up decks and rooms, discharging out of tanks, bunkers etc., re-stevedoring, sorting and similar is to be meant as special work.

Waiting time arises if the work has to be interrupted without our fault, as f.i. on account of weather, shunting of cranes or wagons, non-arrival or late arrival of the needed vehicles or other accidents similar to these examples..

The stevedoring- and discharging-charger only mean the fee for stevedoring- or discharging work. The commissioner places at our disposal all necessary gear or other furniture as steam, power, light and the stevedoring- and discharging-tool and has to give the necessary statements about arrival and readiness for discharging of the ship, beginning of the work as well as about all other circumstances important for the execution of the order given. The ship-papers, especially stevedoring-plan, loading lists and manifests have to be submitted in good time, furthermore informations have to be given for settlement of weight in Bremen - which is competent, - as well as all supports concerning weight, measure and number of pieces.

- 3 -

In case gear is given by the stevedoring firm same has to be paid for, only small implements as shovels, etc. RM 0,15 per piece and hour and for all other implement RM. 0,30 per piece and hour. In case wages, social fees or other items which our prices are based will increase after delivery of this offer our prices will rise accordingly. Besides that there are valid the usual general conditions for stevedoring work in Bremen which will be translated and then follow as soon as possible. In case of doubts the German text will have to be the original for this offer as well as for the general conditions for stevedoring work.

Respectfully yours,

(Signature)

Effective from 3-12-46 to 5-12-46

Fachverband  
der Schiffsladungskontrollbetriebe

Aldicks & Kreye	J. Hermann Moyer	
Ludwig Boenig	Hermann Junge	Bremen-Oberseehafen
John. O. Honschen	Max Kaemmerer	den 15.5.1946
Theodor Reye		

Contract for checking of cargo and superintendence.

1. General cargo, normal .....	RM 0,48 each 1000 kg
for lots of more than 500 tons of equal packages and marks ..	RM 0,42 each 1000 kg
2. General Cargo measuring more than 2 items ..	RM 0,50 each cbm
3. Goods in bags, heavy .....	RM 0,50 each 1000 kg
4. Goods in bags, light .....	RM 0,42 each 1000 kg
5. Casks or barrels; normal .....	RM 0,30 each 1000 kg
6. do., empty .....	RM 0,06 each piece
7. Cotton from USA .....	RM 7,80 100 bales

Waitingtime of tallymen and extrawork for  
sorters, menders, coopers etc. ... RM 1,65 per van and  
for headman ..... RM 2,-- hour.

Overtime on workdays an extra charge on the  
above rates of ..... RM 1,80 per van and shift  
For work on Sundays an extra charge of RM 7,-- per van and shift

Necessary informations are to be furnished regarding the arrival  
of the vessels and the time of the beginning of the work. In good  
time before the beginning of the work the required shipspapers, as  
discharge-manifest, stowage-plans, carnelists etc. are to be sup-  
plied to the control-firm. The employer has to place at our dis-  
posal all details regarding the calculation of weights and measure-  
ments.

Any rise of wages and social dues, which may occur in the future  
will entail a corresponding increase of the above mentioned rates.

Fachverband  
der Schiffsladungskontrollbetriebe

Effective from 3-12-46 to 5-12-46



Extract from the By-laws of the Free Hanseatic City of Bremen

Publication  
OF THE TRAFFIC ADMINISTRATION  
REGARDING PORT CHARGES IN THE CITY OF BREMEN

(as amended up to April 1 1941)

In accordance with the Law regarding the use of the Bremen Docks of April 15, 1923 (by-laws page 136), charges for the use of the docks as well as loading and discharging berths in the City of Bremen, effective April 1, 1934, are established as follows:

1. PORT CHARGES

Par. 1

TONNAGE DUES

- 1) Tonnage dues will be charged against all vessels coming in from or leaving to sea, unless such vessels are covered by par. 2 of the Law regarding the Use of the Bremen Docks.
- 2) Tonnage dues up to and including 21 days of stay in port will be charged at a rate of Rpf. 10.5 per net cbm.
- 3) Tonnage dues will be reduced per net cbm as follows:

- a. Steamers and motor vessels in a regular line service between the City of Bremen and European Ports, excluding Mediterranean and Black Sea Ports, in case the same vessel has made 10 voyages on the same route during the calendar year:

For the first 10 voyages to .....	6.3 Rpg.
" " next 10 " " .....	3.1 "
" any further voyage .....	1.5 "

(all voyages have to be performed within the same calendar year)

- Full rate will be charged for the first 5 voyages, unless the vessel is entitled to a reduction as per par. b. After completion of the 5th voyage the amount paid in excess will be refunded, if it can be taken for granted that at least 4 further voyages will be completed within the calendar year. For the 11th up to and including the 15th voyage Rpf. 6.3. will be charged at first. The difference will be refunded after completion of the 16th voyage, if it can be taken for granted that 20 voyages will be made.
- b. Vessels running between Continental Ports, the East Coast of the British Isles, and Scandinavian Countries via the

- North Sea, as well as Baltic Sea ports including Danish Islands, to ..... Rpf. 6.3
- c. Steamers, motor vessels and sailing ships loading partly in Bremburg-Altona or Hamburg-Wilhelmsburg and partly in Bremen-Bremerhaven or discharging partly at Hamburg Altona or Hamburg-Wilhelmsburg and partly in Bremen-Bremerhaven, to .. Rpf. 4.2
- d. Vessels in the Mediterranean traffic, loading partly at Stettin and partly at Bremen or discharging partly at Stettin and partly at Bremen, to ..... Rpf. 5.2
- e. Ships sailing at the port of Bremen solely for the purpose of undergoing repairs, to ..... Rpf. 6.3  
(these vessels are exempted from tonnage dues for the first 14 consecutive days.)
- f. Vessels in the eastbound traffic, loaded exclusively with pit-coal, coke and briquettes, as well as with brown-coal, coke and briquettes
- 1) for ports mentioned in par. b to ..... Rpf. 3.1
  - 2) for all other ports to ..... Rpf. 6.3
- g. Vessels arriving or leaving with a cargo, which according to weight consists to the largest part of pit-coal, coke and briquettes, as well as of brown-coal, coke, and briquettes to 50% of tariff rates for the incoming and outgoing traffic, i.e.
- 1) for incoming and outgoing traffic of num, 1 to .. Rpf. 8.4
  - 2) for incoming traffic of num, 3b to ..... Rpf. 6.8  
2 and outgoing traffic of num,
  - 3) for incoming traffic and num, 3b and outgoing traffic of num, 2 to ..... Rpf. 6.3
  - 4) for incoming and outgoing traffic of num, 3b to ..... Rpf. 4.7
- h. Vessels arriving empty and leaving with a cargo which according to weight consists to the largest part of pit-coal, coke and briquettes, as well as of brown-coal, coke and briquettes, and salts of all kinds.
- 1) for ports mentioned under b, to ..... Rpf. 3.1
  - 2) for all other ports, to ..... Rpf. 6.3
- i. Incoming vessels with a cargo, consisting exclusively of ores, and going out empty
- 1) for ports mentioned under b, to ..... Rpf. 3.1
  - 2) for all other ports to ..... Rpf. 6.3
- k. Skips in the traffic to Spanish and Portuguese ports to ..... Rpf. 5.2
- l. Vessels calling at the Bremen docks solely for the purpose of taking bunkers are exempted from tonnage dues.
- 4) Tonnage Dues, after completion of 21 days, will be reduced to 50% of the rates provided for, and will be applied for each succeeding period of 21 consecutive days or fraction thereof.

- 5) Vessels in a regular Line Service are such, which have regular ports of call on the same route and are at the disposal of general traffic. (see note)
- 6) Only one of the reductions, mentioned in par. 3, may be taken advantage of for one and the same voyage.

Note:

- 1) A continuous regular service between the City of Bremen and a European terminal port is to be understood under a "Regular Line Service". The service is not only regarded as regular in case certain days of arrival and departure are observed but also if, for instance, weekly, fortnightly or monthly from Bremen on a definite route are performed, alterations may occur on account of force major. Whether or not intermediate ports are called at, is of no concern.
- 2) A vessel in a Regular Line Service must be running on one or more definite routes at regular intervals.
- 3) The amount of voyages will be accounted separately for each vessel and for each route, in which the particular vessel is serving.
- 4) In case the vessel will be temporarily or permanently replaced by another vessel, the further voyages will be accounted for the latter one, after due notice of the effected change, has been given.
- 5) Allowances as per par. 1 num. 3a may only be claimed in case previous notice has been given of the respective route and of the name of the respective vessel to the Port Captain's Office and has been approved by this office, provided that the route mentioned in the application, is actually served.  
Applications must show the following details:
  - a. Name of different services.
  - b. Number of sailings in each service.
  - c. Names of vessels to be regularly employed in the Regular Line Service.

Par. 2

Part D.

XVI. Publication of the Senator for Economies, Ports and Traffic referring port-dues of the City of Bremen.

- 1) Based on the law referring the dues of the ports dated April 15th 1928 (Law Collection page 138) the publication of the Authority of Traffic re. port-dues in the City of Bremen dated February 20th, 1944 (law collection



page 49), effective from August 1st, 1946 is changed as follows:

Para 2 part 2) and 3) get the following wording:

- 2) At the quays of the Bremer Lagerhaus Gesellschaft excluding the Grenaries the quay-dues for 1000 kilos are fixed as follows:

A. for goods in the foreign traffic

incoming  
plus surcharge

RM 0,63  
RM 0,40 RM 1,03

outgoing  
plus surcharge

RM 0,39  
RM 0,40 RM 0,79

B. for goods in coastal traffic between German ports

incoming  
plus surcharge

RM 0,10  
RM 0,40 RM 0,50

- 3) At the Grenaries the quay-dues per 1000 kilos are:

A; for goods in the barge-traffic with the

Upper Weser and inland waterways connected with the Weser

plus surcharge

RM 0,06  
RM 0,20 RM 0,26

B. for goods in the foreign traffic

plus surcharge

RM 0,30  
RM 0,20 RM 0,50

### Par. 2

#### DEMURRAGE

Vessels which are exempted from Tonnage Dues, may remain in port free of charge for a period of 14 consecutive days, riverboats for a period of 21 consecutive days; after expiration of such periods demurrage will be charged against every vessel and riverboat at the rate of 1 Rpf. per cbm Net-Tonnage per each 14 consecutive days or fraction thereof.

River-boats without Tonnage Certificate or Ship's patent after expiration 21 days free of charge, will be charged 5 Rpf. per running meter for each consecutive day or fraction thereof, vessels with overhanging superstructures will have to pay an additional charge, the amount of which will be determined by the Port Official in charge.

Demurrage is not interrupted by change of berth.

Rowing-boats, sail-boats, and motor-boats are only allowed to lay in port if special authority is obtained from the Port Official in charge. Charges to be paid will be determined by the Port Official in charge.

Para 4

RAFTS

Rafts are allowed to land and also to stay in port, if enough space is available, to be determined by the Port Official in charge, breadth of rafts may not exceed 6 meters. Demurrage will be charged against rafts at the rate of 25 Rpf, per 50 square meter or fraction thereof, and each consecutive 14 days or fraction thereof.

Para 5

PORT WALL DUES

For use of port walls for the purpose of loading or discharging a charge of RM 5.- per berth and day will be made.

II. EXTRA CHARGES

Para 6

HANDLING LINES

1. For handling lines on the arrival and departure of vessels in all docks, with the exception of the industrial docks the following charges will be made against vessels:

up to 1000 Net cbm .....	RM 4,20
from 1001 " 2000 Net cbm .....	RM 6,30
" 2001 " 3000 "	RM 8,40
" 3001 " 4000 "	RM 12,60
" 4001 " 5000 "	RM 16,80
" 5001 " 6000 "	RM 21,-
" 6001 " 8000 "	RM 25,20
" 8001 "10000 "	RM 29,40
" 10001 "12500 "	RM 33,60
" 12501 "15000 "	RM 37,80
" 15001 "17500 "	RM 42,-
over 20000 Net cbm .....	RM 50,40

Charges for handling lines may be charged three times at the most.

2. The charge will be reduced by 50% for all vessels in a regular Line Service between Breien and European Ports with the exception of the Mediterranean and Black Sea; full charges have to be paid for the first 5 voyages, the amount paid in excess will be refunded after the 6th voyage, in case it can be assumed for sure that at least 4 further voyages will be performed up to the end of the calendar year.

3. In case tying-up of a vessel is performed at unusual circumstances at night, stormy weather, at the breaking of ice a.s.o., the charges for handling lines may be increased up to 1 1/2 times of

before mentioned rates at the discretion of the Captain of the Port.

Vessels, being property of the State of Bremen or of the German Government, as well as training vessels which are not carrying cargo are exempted from payment of charges for handling lines.

Para 7.

GARBAGE SERVICE

1. For all steamers and ocean-going/vessels garbage service for the first consecutive days as well as for all further periods of 42 consecutive days each, will be charged at the same rates as applicable for handling lines as per Para. 6 figure 1.

2. For all other vessels including tugs and passenger vessels, performing passenger service on the Weser and calling at a dock in the port of the City of Bremen, garbage service will be charged at the following rates:

Up to 500 Net cbm .....	RM 1,05
from 501 to 1000 Net cbm .....	RM 1,26
" 1001 to 2000 "	RM 2,10
" 2001 to 3000 "	RM 3,15
" 3001 to 4000 "	RM 4,20

These rates will be applied for tugs per 24 hours or fractions thereof, and for all other vessels per 14 days or fraction thereof.

The charges can be absorbed by payment in advance of a flat charge of RM 50,40 per 12 months, to be paid in 2 installments of RM 25,20 each per 6 months.

Otherwise, garbage service will be charged at the same rates as applicable for handling lines as per para. 6 figure 1.

3. Vessels, being property of the State of Bremen or of the German Government, as well as training vessels which are not carrying cargo are exempted from payment of charge for garbage service.

4. The charge will be reduced by 50% for all vessels in a regular LINE SERVICE between Bremen and European ports, with the exception of the Mediterranean and Black Sea ports. Full charges have to be paid for the first 5 voyages, the amount paid in excess will be refunded after completion of the 6th voyage, in case it can be assumed for sure that at least four further voyages will be performed up to the end of calendar year.

Para 8.

USE OF BOAT- LANDINGS

A charge of RM 3,-- per day will be made against each vessel for tying-up at the boat landings in the Docks outside of the Customs boundary. Tying-up may be effected only twice on one and the same day.

Small steamers, motor-launches and boats in case they are transporting passengers free of charge, are permitted to embark or disembark passengers free of charge at the boat-landings as long as there is enough space available for such movement and the regular passengers service is not being disturbed. Such permission may be revoked at any time.

In case these craft stay alongside longer than necessary for embarking and disembarking, or in case they are loaded or discharging cargo, a charge of RM 2,- per day will be made.

All vessels subject to payment of charges have preference in the use of the boat-landings before those which are exempted from payment of charge.

Para. 9

RATES FOR LOADING AND DISCHARGING OF BALLAST

Vessels may load or discharge ballast through the medium of the Bremer Lagerhaus-Gesellschaft in the European and Overseas Docks within regular working hours. Ballast will be delivered or loaded by railroad cars on the piers at points to be designated by the B LG. Applications for receiving or unloading ballast must be filed in time, at least 48 hours in advance with the BLG, which however cannot be made responsible for fulfilling such applications.

Charges will be made per 1000 kg of ballast as follows:

Delivery to vessel ..... RM 2,52

Delivery from vessel ..... RM 2,10

Loading respectively unloading of railroad cars on the pier will have to be taken care of the vessel. Charges to cover such loading or unloading of railroad cars are not included in the above rates.

Para 10.

WIRE NETTING PROTECTION AGAINST SPARKS

A charge of 5% of the charges mentioned under Smoke Stacks against sparks.

Para 11.

WATER.

1. Drinking water and boiler feed water will be delivered to vessels at a rate of RM 1,- per cbm. Minimum charge, regardless of quantity will be RM 3,-

2. Requests to take water will have to be submitted to the Port Captain's Office at the latest by 1600 hours on the previous day.

3. In case, upon ship's request, water is being delivered outside of regular working hours (0800 - 1600 hours), overtime will be charged in addition to the above mentioned charges.

In case delivery of water was started within regular working hours and overtime work does not exceed one hour, no overtime will be charged. In case overtime work exceeds one hour, overtime will be charged in full.

### III. Collection of Charges

#### Para. 12

1. Charges as per para. 1 (Tonnage Dues) Para. 3 (Demurrage), Para. 4 (Rafts), Para. 5 (Pest Wall Dues), Para. 6 (Handling lines), Para. 7 (Carriage Service), Para. 8 (Use of Boat Landings), Para. 10 (Use of Wire Netting Protection against Sparks), Para. 11 (Water) will be collected by the Port Captain's Office. Charges as per Para. 9 (Loading and Discharging of ballast) will be collected by the BLG.

2. Wharfage will be collected as follows:

a. from River-Boats:

1) for commodities which are loaded or discharged at the premises of the BLG, by the Bremer Lagerhaus-Gesellschaft.

2) for commodities which are loaded or discharged at other berths, by the Port Captain's Office.

b. from ocean-going vessels

in all cases by the Port Captain's Office.

3. Wharfage will be accounted

for commodities which are loaded or discharged at the premises of the BLG, by the Bremer Lagerhaus-Gesellschaft, for commodities which are loaded at other berths, by the Port Captain's Office.

4. All details required for calculation of charges have to be submitted to the respective offices for ex-cargo when notice of vessel's arrival is given, and for per-cargo at the latest when notice of ship's departure is given.

#### Para. 13

1. All charges will be adjusted to full 10 Rpf. in a way that amounts of less than 5 Rpf. will be neglected, while amounts of 5 Rpf. and over will be increased to 10 Rpf. amounts.

Para. 14.

Publications of the Deputation for Ports and Railroads of April 15, 1928 (by-laws page 149), May 18, 1928 (by-laws page 207), June 21, 1930 (by-laws page 132), January 8, 1931 (by-laws page 72), February 2, 1932 (by-laws page 33), May 7, 1932 (by-laws page 94) December 12, 1932 (by-laws page 220), and March 8, 1933 (by-laws page 55) are superseded herewith.

OFFSHORE PILOTAGE CHARGESPara 1.

Charges for offshore-pilotages are based upon decimeter draft and gross registered tons of piloted vessels and has to be paid for ships coming in from sea respectively going out to sea, unless otherwise provided for in the following rules. The day, on which the pilot boards the vessel, will be taken as basis for assessment of pilotage charges.

Para 2.

The following charges are made against vessels coming in from sea to Bremerhaven roads and going out to sea from Bremerhaven roads:

1. rate per decimetre draft ..... RM 1,-  
minimum rate will be assessed for a draft of 1 meter
2. for each 100 gross registered tons an additional charge will be made, as per the following rates:
  - a) from 101 to 200 g.r.t. ..... RM 5,-  
" 201 to 300 " ..... RM 10,-  
" 301 to 400 " ..... RM 15,-  
and so forth up to 4100 g.r.t., including an additional of RM 5,- per 100 g.r.t.
  - b) from 4101 to 4200 g.r.t. ..... RM 201,-  
" 4201 to 4300 " ..... RM 202,-  
" 4301 to 4400 " ..... RM 203,-  
and so forth an additional of RM 1,- per 100 g.r.t.

vessels under 101 g.r.t. are charged an additional flat rate of ..... RM 10,-
3. For vessels returning to port, i.e. for those which for any reasons do not leave as intended, if pilotage is terminated in the undermentioned ranges, a discount from the total amount, arrived at under 1 and 2, will be made as follows:
  - a) between Buoy No. 1 and Rotersand 10%
  - b) between Rotersand and Hoheweg 20%
  - c) upstream of Hoheweg 30%

3. If pilotage is resumed outward-bound in the undermentioned ranges, the discount will be as follows:
- |                                     |     |
|-------------------------------------|-----|
| a) between Buoy No. 1 and Rotersand | 30% |
| b) between Rotersand and Hoheweg    | 20% |
| c) upstream of Hoheweg              | 10% |
4. When assessing pilotages and other charges, the resulting amounts in Reichspfennig will be made up to amounts of full 10 Reichspfennigs.
5. Minimum pilotage on the range from Sea to Bremerhaven roads and vice versa:  
from 1st of April until September 30th ..... RM 40,--  
from 1st of October until March 31st ..... RM 50,--  
For sections of this range pilotage will be assessed in proportion with the rates mentioned under No. 3.
6. Regarding the tonnage of vessels the respective tonnage certificate will be considered binding.
7. Measurement of vessels, which are not in possession of a duly accomplished tonnage certificate, will be calculated; pilotage will be assessed on the tonnage calculated.

Para. 3

Pilotage from the mouth of the River Weser to the River Elbe will be charged, not considering the draft of the respective vessel and including travelling expenses of the pilot, as per the following rates:

for vessels from 1 to 2000 G.r.t.	.....	RM 35,--
for vessels from 2001 to 3000 G.r.t.	.....	RM 50,--
for vessels over 3000 G.r.t.	.....	RM 70,--

In case a pilot is requested for a vessel from or to a place, not mentioned in the above paragraphs, special arrangement will be made regarding pilotage and travelling expenses of the pilot.

Para. 4

If vessels are towed, piloting will be based upon maximum draft and maximum gross registered tonnage of the towing or towed vessels, in case only one pilot is taken for both of them. In case one pilot is taken for a towing and a towed vessel, pilotage will be assessed for each vessel separately.

In case various towed vessels together are taking a pilot in addition to the towing vessel, pilotage for the towing ves-

sel will be based upon the maximum draft and the maximum gross registered tonnage of same.

The tug will be held responsible of the pilotage.

Para. 5

In addition to the pilotage charged, the pilot is entitled to free board and lodging during the time he is on board of the respective vessel.

Para. 6

In case a vessel is piloted by two pilots, full pilotage as per tariff rate will be charged for each one of them.

Para. 7

In case it is necessary that the pilot-boat is sailing ahead of the piloted vessel, the double amount of the pilotage, as per tariff rate, will be assessed.

Para. 8

In case an incoming vessel of the river Weser requests that a pilot is sent out to it from the pilot-station at Bremerhaven, the actual expenses incurred by sending out the pilot will be charged to the vessel in addition to the regular pilotage.

Para. 9

Demurrage per day of 24 hours, or fraction thereof, .... RM 12,-- will be charged in the following cases:

- a) if a vessel, for which a pilot has been ordered for a certain time, is not ready to leave within two hours after the pilot boarded such vessel.
- b) if a vessel does not arrive at Bremerhaven roads  
within 8 hours coming from Bremen  
within 4 hours coming from Brake  
within 2 hours coming from Nordenham

- after the scheduled time of departure, for which the pilot had been ordered.
- c) if the voyage of an incoming or outgoing vessel is delayed or temporarily interrupted by adverse winds or other cases of force majeur, for which delay or interruption the pilot is not responsible and if such delay or interruption lasts for more than one hour.

Demurrage will be assessed in the same way if the pilot after completion of the voyage, remains on board upon shipper's request, upon instruction of the quarantine authorities, or due to some case of force majeur.

Para.10.

In case an outbound vessel, after passing the first buoys, returns to the river Weser due to adverse weather conditions or otherwise, incoming and outgoing pilotage to respectively from Bremerhaven roads as well as demurrage has to be paid.

In case an outbound vessel, before passing the first buoys, returns due to adverse weather conditions or otherwise, incoming and outgoing pilotage to respectively from Bremerhaven roads, in accordance with para. 2, as well as demurrage has to be paid.

Para.11.

In case an outgoing vessel, for some reason or another, cannot put off the pilot at the station of the pilot-boat for the time, the pilot stays on board, and for the time of his return trip to Bremerhaven, the pilot is entitled to free board and free transportation to Bremerhaven as well as to demurrage for each day of his being absent from Bremerhaven.

Para.12.

In case an incoming vessel is taking pilot-s to assist the crew, 50% of the regular pilotage, as per tariff rate, will be charged for each and every pilot, unless salvage rates are applicable as per rules and regulations of the German commercial law.

Para.13.

For conducting the manoeuvres of a vessel in connection with the compensation of the compass as well as for shifting a vessel in the roads, the pilot is entitled to an allowance in such case, amounting to ..... RM 25,--

Para.14.

For use of pilot-boat a charge will be made in accordance with special regulations of the Pilot Office. (At the present-time this charge amounts to RM 7,50.)

The total amount of pilotage, calculated at the rates mentioned in para. 2, will be multiplied as scheduled below:

	<u>from 10/1 to 3/31</u>	<u>from 4/1 to 9/30</u>
for vessel from 1 to 1000 g.r.t.	by 1.00	by 0.84
for vessel from 1001 to 2000 g.r.t.	by 0.86	by 0.68
for vessel from 2001 to 3000 g.r.t.	by 0.77	by 0.63
for vessel from 3000 g.r.t.	by 0.73	by 0.58

The total amount thus arrived at is payable in Reichsmarks. The same applies for the charges mentioned in paragraphs 9 and 13.

Para. 15

Payment of pilotage for incoming vessels has to be effected upon release of pilots. For outbound vessels, upon request, pilotage has to be deposited or guaranteed before departure, whilst all remunerations due to the pilot under the afore-mentioned rules have to be made or guaranteed upon release of the respective pilot. In case payment is not made at once, as provided for above, payment has to be made in cash or by cheque upon receipt of the bill.

Para. 16

Vessels will be held responsible for the pilotage due. Pilotage can be collected by administration.

Elbe River Pilotage DuesSummer April 1st to Sept. 30th

Pilotage will be based on  
maximum draft and gross  
tonnage of piloted vessels

Charge on tonnage basis

	0-100	101-200	201-300	301-400	401-500	501-600	601-700	701-800	801-900	901-1000
1	6,33	1,26	2,52	3,78	5,04	6,30	7,56	8,82	10,08	11,34
1001	12,60	13,86	15,12	16,38	17,64	18,90	20,16	21,42	22,68	23,94
2001	25,20	26,46	27,72	28,98	30,24	31,50	32,76	34,02	35,28	36,54
3001	33,--	34,10	35,20	36,30	37,40	38,50	39,60	40,70	41,80	42,90
4001	44,--	45,10	46,20	47,30	48,40	49,50	50,60	51,70	52,80	53,90
5001	55,--	56,10	57,20	58,30	59,40	60,50	61,60	62,70	63,80	64,90
6001	66,--	67,10	68,20	69,30	70,40	71,50	72,60	73,70	74,80	75,90
7001	77,--	78,10	79,20	80,30	81,40	82,50	83,60	84,70	85,80	86,90
8001	88,--	89,10	90,20	91,30	92,40	93,50	94,60	95,70	96,80	97,90
9001	99,--	100,10	101,20	102,30	103,40	104,50	105,60	106,70	107,80	108,90
10001	110,--	110,55	111,10	111,65	112,20	112,75	113,30	113,85	114,40	114,95
11001	115,50	116,05	116,60	117,15	117,70	118,25	118,80	119,35	119,90	120,45
12001	121,--	121,55	122,10	122,65	123,20	123,75	124,30	124,85	125,40	125,95
13001	126,50	127,05	127,60	128,15	128,70	129,25	129,80	130,35	130,90	131,45
14001	132,--	132,55	133,10	133,65	134,20	134,75	135,30	135,85	136,40	136,95

and so on

Pilotage 1 - 3000 tonsSummer April 1st to Sept. 30th

Depth Motor	0 cm	10 cm	20 cm	30 cm	40 cm	50 cm	60 cm	70 cm	80 cm	90 cm
1	6,30	6,93	7,56	8,19	8,82	9,45	10,08	10,71	11,34	11,97
2	12,60	13,23	13,86	14,49	15,12	15,75	16,38	17,01	17,64	18,27
3	18,90	19,53	20,16	20,79	21,42	22,05	22,68	23,31	23,94	24,57
4	25,20	25,83	26,46	27,09	27,72	28,35	28,98	29,61	30,24	30,87
5	31,50	32,13	32,76	33,39	34,02	34,65	35,28	35,91	36,54	37,17
6	37,80	38,43	39,06	39,69	40,32	40,95	41,58	42,21	42,84	43,47
7	44,10	44,73	45,36	45,99	46,62	47,25	47,88	48,51	49,14	49,77
8	50,40	51,03	51,66	52,29	52,92	53,55	54,18	54,81	55,44	56,07
9	56,70	57,33	57,96	58,59	59,22	59,85	60,46	61,11	61,71	62,37

Pilotage over 3000 tons

1	5,50	6,05	6,60	7,15	7,70	8,25	8,80	9,35	9,90	10,45
2	11,--	11,55	12,10	12,65	13,20	13,75	14,30	14,85	15,40	15,95
3	16,50	17,05	17,60	18,15	18,70	19,25	19,80	20,35	20,90	21,45
4	22,--	22,55	23,10	23,65	24,20	24,75	25,30	25,85	26,40	26,95
5	27,50	28,05	28,60	29,15	29,70	30,25	30,80	31,35	31,90	32,45
6	33,--	33,55	34,10	34,65	35,20	35,75	36,30	36,85	37,40	37,95
7	38,50	39,05	39,60	40,15	40,70	41,25	41,80	42,35	42,90	43,45
8	44,--	44,55	45,10	45,65	46,20	46,75	47,30	47,85	48,40	48,95
9	49,50	50,05	50,60	51,15	51,70	52,25	52,80	53,35	53,90	54,45

Minimum Pilotage Bremen/Bremerhaven or vice versa . . . . . RM 20,--

Approved For

Pilotage charges for the under mentioned distances are:

Bremen-Vege sack	Blumenthal, Farge, Elsfleth .....	30%
Bremerhaven-Elsfleth, Farge, Blumenthal, Vege sack	.....	80%
Bremen-Brake	.....	60%
Bremen-Nordenham	.....	90%
Bremerhaven-Brake	.....	75%
Bremerhaven-Nordenham	.....	50%
Brake-Blumenthal	.....	50%
Nordenham-Blumenthal	.....	75%
Nordenham-Brake	.....	50%
Brake-Elsfleth	.....	50%

Demurrage per day RM 10.-- Boarding of pilot RM 7,50  
Custom's Flag RM 4,--

Pilotage

including charge on tonnage basis, for shifting, launching  
regulating compass

Winter, Oct. 1st to March 31st

BRT	100	100- 200	201- 300	301- 400	401- 500	501- 600	601- 700	701- 800	801- 900	901- 1000
1001	4,74	5,53	6,32	7,11	7,90	8,69	9,48	10,27	11,06	11,85
12001	12,64	13,43	14,22	15,01	15,80	16,59	17,38	18,17	18,96	19,75
2001	20,54	21,33	22,12	22,91	23,70	24,49	25,28	26,07	26,86	27,65
3001	24,84	25,73	26,22	26,91	27,60	28,29	28,98	29,67	30,36	31,05
4001	31,74	32,43	33,12	33,81	34,50	35,19	35,88	36,57	37,26	37,95
5001	38,64	39,33	40,02	40,71	41,40	42,09	42,78	43,47	44,16	44,85
6001	45,54	46,23	46,92	47,61	48,30	48,99	49,68	50,37	51,06	51,75
7001	52,44	53,13	53,82	54,51	55,20	55,89	56,58	57,27	57,96	58,65
8001	59,34	60,03	60,72	61,41	62,10	62,79	63,48	64,17	64,86	65,55
9001	66,24	66,93	67,62	68,31	69,00	69,69	70,38	71,07	71,76	72,45
10001	73,14	73,83	74,52	75,21	75,90	76,59	77,28	77,97	78,66	79,35
11001	80,04	80,73	81,42	82,11	82,80	83,49	84,18	84,87	85,56	86,25
12001	86,94	87,63	88,32	89,01	89,70	90,39	91,08	91,77	92,46	93,15
13001	93,84	94,53	95,22	95,91	96,60	97,29	97,98	98,67	99,36	100,05
14001	100,74	101,43	102,12	102,81	103,50	104,19	104,88	105,57	106,26	106,95

and so on

Pilotage

including charge on tonnage basis for shifting, launching, regulating compass.

Summer, April 1st to September 30th

BRT	0- 100	101- 200	201- 300	301- 400	401- 500	501- 600	601- 700	701- 800	801- 900	901- 1000
	3,78	4,41	5,04	5,67	6,30	6,93	7,56	8,19	8,82	9,45
1001	10,08	10,71	11,34	11,97	12,60	13,23	13,86	14,49	15,12	15,75
2001	16,38	17,01	17,64	18,27	19,90	19,53	19,16	20,79	21,42	22,05
3001	19,80	20,35	20,90	21,45	22,--	23,--	23,10	23,15	24,20	24,75
4001	25,30	25,85	26,40	26,95	27,50	28,05	28,10	28,15	29,70	30,25
5001	30,30	31,35	31,90	32,45	32,--	33,05	33,10	33,15	33,20	33,75
6001	36,30	36,85	37,40	37,95	38,50	39,05	39,10	39,15	40,70	41,25
7001	41,80	42,35	42,90	43,45	44,--	44,50	44,10	45,15	46,20	46,75
8001	47,30	47,85	48,40	48,95	49,50	50,05	50,10	51,15	51,70	52,25
9001	52,80	53,35	53,90	54,45	55,--	55,55	55,10	56,15	57,20	57,75
10001	58,30	58,85	59,40	59,95	60,50	61,05	61,10	62,15	62,70	63,25
11001	63,80	64,35	64,90	65,45	66,--	66,55	67,10	67,15	68,20	68,75
12001	69,30	69,85	70,40	70,95	71,50	72,05	72,10	73,15	73,70	74,25
13001	74,80	75,35	75,20	76,45	77,--	77,55	78,10	78,65	79,20	79,75
14001	80,30	80,85	81,40	81,95	82,50	82,05	83,10	84,15	84,70	85,25
15001										

Jeser River Pilotage Dues

Charge on tonnage basis      Pilotage will be based on  
maximum draft and gross  
tonnage of piloted vessels

Winter, Oct. 1st to March 31st

BRT	0- 100	101- 200	201- 300	301- 400	401- 500	501- 600	601- 700	701- 800	801- 900	901- 1000
	0,79	1,53	3,16	4,74	6,52	7,90	9,43	11,06	12,64	14,22
1001	15,80	17,32	18,96	20,54	22,12	23,70	25,28	26,86	28,44	30,02
2001	21,60	23,15	24,76	26,54	27,92	29,50	41,08	42,66	44,24	45,82
3001	41,40	42,78	44,16	45,54	46,92	48,30	49,68	51,06	52,44	53,82
4001	55,20	56,53	57,96	59,34	60,72	62,10	63,48	64,86	66,24	67,62
5001	69,00	70,32	71,76	72,14	74,52	75,20	77,28	78,66	80,04	81,42
6001	82,80	84,18	85,56	86,94	88,32	89,70	91,08	92,46	93,84	95,22
7001	95,60	97,98	99,36	100,74	102,12	103,50	104,88	106,26	107,64	109,02
8001	110,40	111,78	112,16	114,54	115,92	117,30	118,68	120,06	121,44	122,82
9001	124,20	125,58	126,96	128,34	129,72	131,10	132,48	133,86	135,24	136,62
10001	133,--	138,69	139,33	140,07	140,76	141,45	142,14	142,83	143,52	144,21
11001	144,90	145,59	146,28	146,97	147,66	148,35	149,04	149,73	150,42	151,11
12001	151,80	152,49	153,18	153,87	154,56	155,25	155,94	156,63	157,32	158,01
13001	158,70	159,39	160,08	160,77	161,46	162,15	162,84	163,53	164,22	164,91
14001	165,50	166,29	166,98	167,67	168,36	169,05	169,74	170,43	171,12	171,81

and so on

Pilotage 1 - 3000 tonsWinter, Oct. 1st to March 31stDepth  
motor

1	7,90	8,69	9,43	10,27	11,06	11,85	12,64	13,43	14,22	15,01
2	15,80	16,59	17,38	18,17	18,96	19,75	20,54	21,33	22,12	22,91
3	23,70	24,49	25,28	26,07	26,86	27,65	28,44	29,23	30,02	30,81
4	31,60	32,39	33,18	33,97	34,76	35,55	36,34	37,13	37,92	38,71
5	39,50	40,29	41,08	41,87	42,66	43,45	44,24	45,03	45,82	46,61
6	47,40	48,19	48,98	49,77	50,56	51,35	52,14	52,93	53,72	54,51
7	55,30	56,09	56,88	57,67	58,46	59,25	60,04	60,83	61,62	62,41
8	63,20	62,99	64,78	65,57	66,36	67,15	67,94	68,73	69,52	70,31
9	71,10	71,89	72,68	73,47	74,26	75,05	75,84	76,63	77,42	78,21

Pilotage over 3000 tons

1	6,90	7,59	8,28	8,97	9,66	10,35	11,04	11,73	12,42	13,11
2	13,80	14,49	15,18	15,87	16,56	17,25	17,94	18,63	19,32	20,01
3	20,70	21,39	22,08	22,77	23,46	24,15	24,84	25,53	26,22	26,91
4	27,60	28,29	28,98	29,67	30,36	31,05	31,74	32,43	33,12	33,81
5	34,50	35,19	35,88	36,57	37,26	37,95	38,64	39,33	40,02	40,71
6	41,40	42,09	42,78	43,47	44,16	44,85	45,54	46,23	46,92	47,61
7	48,30	48,99	49,68	50,37	51,06	51,75	52,44	53,13	53,82	54,51
8	55,20	55,89	56,58	57,27	57,96	58,65	59,34	60,03	60,72	61,41
9	62,10	62,79	63,48	64,17	64,86	65,55	66,24	66,93	67,62	68,31

Minimum Pilotage Bremen/Bremerhaven or vice versa . . . 25,-

Pilotage charges for the under-mentioned distances are:

Bremen-Vegesack, Blumenthal, Farge, Elsfleth .....	30%
Bremerhaven-Elsfleth, Farge, Blumenthal, Veresack.....	80%
Bremen-Brake .....	60%
Bremen-Nordenham .....	90%
Bremerhaven-Brake .....	75%
Bremerhaven-Nordenham .....	50%
Brake-Blumenthal .....	50%
Nordenham-Blumenthal, Nordenham-Farge .....	75%
Nordenham-Brake .....	50%
Brake-Elsfleth .....	50%

Demurrage per day RM 10,-- Boarding of pilot RM 7,50  
Custom's flag RM 4,--

INTERWESEN PFERDSEIL AKTIENGESELLSCHAFT BREMEN - BREMERHAVEN

Tug Service rendered to ocean-going vessels. Rates effective Jan. 1. 33.  
The following rates will be charged for each tug supplied:

For ocean-going vessels with their engines ready to turn

	up to								
	600	1000	2000	3000	4000	6000	8000	10000	Gr.T.
	Gr.T.								

Bremerhaven-

Docks or Nordenham or vice versa 70,- 90,- 105,- 120,- 150,- 175,- 200,- 230,-

Turning vessel around or regulating of compass 50,- 65,- 80,- 95,- 110,- 125,- 140,- 160,-

Bremerhaven Roads or Nordenham Roads 25,- 115,- 130,- 150,- 180,- 200,- 225,- 260,-

Blumenthal or vice versa 90,- 140,- 160,- 180,- 210,- 250,- 300,- 330,-

Bremen (except Industrial Docks) or vice versa 90,- 140,- 160,- 180,- 210,- 250,- 300,- 330,-

Bremen Industrial Docks or vice versa 110,- 155,- 175,- 200,- 230,- 270,- 330,- 360,-

Bremerhaven Docks Geeste- or Wesermünde Docks or vice versa 75,- 115,- 130,- 150,- 180,- 220,- 225,- 260,-

Brake Roads Brake Docks or Pier or vice versa 40,- 80,- 95,- 105,- 135,- 150,- 175,- 200,-

Brake Brake (except Industrial Docks) or vice versa 75,- 115,- 130,- 150,- 180,- 220,- 225,- 250,-

Brake Bremen-Industrial Docks or vice versa 90,- 130,- 145,- 165,- 200,- 230,- 250,- 280,-

River at Blumenthal Blumenthal Pier or vice versa 50,- 90,- 105,- 120,- 150,- 175,- 200,- 230,-

	up to 600	up to 1000	up to 2000	up to 3000	up to 4000	up to 6000	up to 8000	up to 10000
	Gr. T.	Gr. T.	Gr. T.	Gr. T.	Gr. T.	Gr. T.	Gr. T.	Gr. T.

Bremen Industrial Docks or vice versa	75,-	115,-	130,-	150,-	180,-	200,-	225,-	250,-
" Bremen or vice versa	50,-	90,-	105,-	120,-	150,-	175,-	200,-	230,-
River at Bremen	35,-	55,-	65,-	75,-	90,-	115,-	130,-	150,-
" Bremen Industrial Docks or vice versa	40,-	70,-	75,-	100,-	125,-	150,-	180,-	200,-
Shifting berth in the same Dock-basin in Bremen	30,-	50,-	60,-	70,-	80,-	100,-	120,-	135,-
Shifting from one Dock-basin to another (exc. Industr. Docks)	40,-	60,-	70,-	80,-	110,-	125,-	150,-	170,-
Shifting berth in Bremen Industrial Docks or Bremerhaven Docks	50,-	60,-	75,-	90,-	120,-	150,-	175,-	200,-
Shifting from Industrial Docks to another Dock basin in Bremen or vice versa	70,-	90,-	105,-	120,-	150,-	175,-	200,-	230,-



For tug service rendered to vessels, which do not assist by turning their engines, special rates will be charged amounting to about double the above rates. Special surcharges will be applied, when ice is breaking on the River Weser, corresponding to the grade of obstruction to which navigation is subjected thereby.

One Reichsmark equals to the value of 1/2790 P.G Gold.

Terms and conditions for Tug Service.

When tug service is rendered it is considered to be mutually agreed that the captain and crew of the respective towboat or towboats automatically become employees of the owner of the towed vessel. They are under the command and the control of the afore-mentioned and are, therefore, not responsible for errors or mistakes made with respect to the navigation of the towed vessels or vessel; tug-boats are only propelling power of the towed vessel. The rates agreed upon do not include assistance rendered by tugs to grounded vessels or vessels in distress, in particular no salvage-money, not even if groundings, other kind of distress, assistance- or salvage-operations occurred or became necessary while the vessel was in tow. The owners of the tug are not responsible for delays by strike, or delays not to be predicted, caused by the tug's crew, nor for accidents beyond their control, even if such accidents have been caused through negligence or mistakes of the tug's captain or crew. Voyages interrupted or discontinued on account of accidents or any other reasons are to be paid for in accordance with the tug service, actually rendered. It is further considered to be mutually agreed, that towage of all kinds of craft (wreccages, vessels to be wrecked, etc.) dredges, barges, pontoons, dry-docks and similar is to be regarded as regular towage-contract, even if the owners of the tug-boat are furnishing the crew for such craft.

Tug-boat owners are not responsible for any accidents and/or average suffered by the towed vessels or implements, irrespective from whatever cause, particularly not for breaking or slipping of ropes and bawsers, nor for any fault or accident of or suffered by other implements of the tug, or for any kind of accident caused through the condition of such implements.

DIR. BRUNO STANCILLOTTI - V.

Bremen, 1 September 1946

## 第 二 十 九

of discharging rates for the execution of discharging work within the ports of Bremen and Bremerhaven.

<u>General cargo</u>				
normal and up to double measure .....	RM 1,20	p.1000 kilo		
<u>General cargo</u>				
more than double measure .....	RM 0,80	per cbm		
Canned goods (Rations, Juices etc.)				
up to double measure .....	RM 1,03	per 1000 kilo		
Goods in barrels (except herrings) .....	RM 1,12	" " "		
Grain in bags (excluding oats) .....	RM 1,01	" " "		
Oats in bags .....	RM 1,29	" " "		
Beams in bags .....	RM 1,01	" " "		
bran in bags .....	RM 1,20	" " "		
Coffee in bags .....	RM 1,05	" " "		
Cotton-American (except linters & waste) .....	RM 1,--	" " "		
" " " " " .....			direct to shore	
Empty barrels and drums .....	RM 1,20	per 1000 kilo		
Fish in bales (dried cod) .....			direct to railwg.	
Fish dried (steck fish) .....	RM 1,94	per 1000 kilo		
Flour .....	RM 2,70	" " "		
Goods in barrels and drums - normal .....	RM 1,05	" " "		
Grass seed .....	RM 1,12	" " "		
Herrings in barrels .....	RM 1,29	" " "		
Lard in cases .....	RM 1,--	" " "		
Lentils in bags .....	RM 1,08	" " "		
Mustard in bags .....	RM 1,01	" " "		
Nitrate in bags .....	RM 1,05	" " "		
Peas in bags .....	RM 1,13	" " "		
Potatoes in bags .....	RM 1,01	" " "		
Rapseed in bags .....	RM 1,29	" " "		
Rice .....	RM 1,03	" " "		
Sugar in bags .....	RM 1,05	" " "		
Sulphur in bags .....	RM 1,--	" " "		
Tinplate in cases .....	RM 1,03	" " "		
Woodpulp (Cellulose) .....	RM 0,95	" " "		
Wool in shed ) in compressed bales .....	RM 1,--	" " "		
Wool direct to cars .....	RM 1,20	" " "		
<u>M e t a l s</u>				
Aluminium .....	RM 1,17	" " "		
Copper .....	RM 0,90	" " "		
Lead .....	RM 0,90	" " "		
Zinc .....	RM 0,90	" " "		

trimming of ballast, heavy collis )  
 more than 2500 kilos each, waiting time, special work } charges employed plus surcharge of 40%.

Such surcharge to be subject to revision by Military Government and to be retroactive to date to be agreed by Military Government.

The afore-mentioned rates are valid with the supposition and condition work will be performed in double shifts.

No extra-charge will be made for discharging cargo into lighters or barges, provided steamer is fitted with 2 winches and 2 derricks at each hatch. If only one winch and one derrick are available the rates as per column 1 and 2 will be increased by RM 0,15 (surcharge for work alongside).

Winch- and guymen will have to be paid for with an extra fee viz. according tariff wages plus surcharge.

All prices for day-work in full (8 hours) working day's shift. For work beyond the regular (8) hours) working day's shift following surcharge will have to be paid.

For overtime work per gang and hour

RM 5,-

" night work per gang and shift  
 a) from 1400 to 2200 hours  
 b) from 2200 to 0600 hrs

RM 32,-  
 RM 40,-

" Sunday- and Holiday-Work per gang and shift  
 a) 1st shift from 0700 to 1300 hrs and/or  
 2nd shift from 1300 to 1900 hrs

RM 60,-

b) 3rd shift from 1900 to 0100 hrs and/or  
 4th shift from 0100 to 0600 hrs

RM 75,-

All work lying beyond ordinary stevedoring- and discharging work, as f.i. clearing up to decks and rooms, discharging out peaks, bunkers etc., re-stevedoring, sorting and similar is to be meant as special work.

Waiting-time arises if the work has to be interrupted without our fault, as f.i. on account of weather, shunting of cranes or wagons, non-arrival or late-arrival of the needed vehicles or other accidents similar to those examples.

The stevedoring and discharging-charges only mean the fee for stevedoring or discharging work. The commissioner places at our disposal all necessary gear or other furniture as steam, power, light and the stevedoring-and discharging-tool and has to give the necessary statements about arrival and readiness for discharging of the ship, beginning of the work as well as about all other circumstances important for the execution of the order given. The ship-papers, especially

ly stevedoring plan, loading-lists and manifests have to be submitted in good time, furthermore informations have to be given for settlement of weight in Bremen - which is competent as well as all supports concerning weight measure and numbers of pieces.

In case wear is given by the stevedoring firm same has to be paid for, viz.

for only small implement as shovels, pikes, forks, cowfeet, etc. ....	RM 0,05 p.piece hour
" wirestraps, chains, and woolclaws, steel barros .....	RM 0,15 p. "
" tubes, slings, platforms, straps, ropes .....	RM 0,30 p. "

This agreement is in full force and effect subject to a hearing after October 31st upon 15 days notice by either party and is retroactive to ship's arrival after May 15th 1946.

VERBUND DER BREMER STAHLEINHÄNDLER e.V.

/s/ O. KNOOP  
I.V.

Approved:  
/s/

J. Hirsch  
I.V.

Approved:

/s/ Capt. W. REINHOLD  
Bremen Civil Port Authority

Approved:

/s/ G. E. HARRIS  
Colonel Inf  
Chief of Civilian Services Division



## TARIFBLATT D.A. SCHIFFSTADUNGSRINTZEL-BETRIEBE

Dresden, 1 Sept. 1946

TARIFF FOR CHECKING OF CARGO AND SUPERINTENDING FOR  
COTTON AND BY-PRODUCTSInward Cargo.

1. General cargo, normal for lots of more than 500 tons or equal packings and marks .....	RM 0,30	each 1000 kilo
2. General cargo, carrying more than two times .....	RM 0,25	" " "
3. Goods in bags a) goods in bags measuring more than 2 times .....	RM 0,26	" 1000 kilo
4. Cotton in burlaps, netful .....	RM 0,20	" cbm
5. do., empty .....	RM 0,25	" 1000 kilo
6. Cotton from U.S.A. do., off the ship with full cargo discharges direct into the shed .....	RM 0,05	" piece
7. Potatoes in crates or bags .....	RM 0,50	" 100 bales
8. Cellulose, if part cargo .....	RM 5,60	" 100 bales
" , " full " .....	RM 0,24	" " "
9. Aluminum .....	RM 0,22	" " "
10. Hay grain in bulk (if full cargo) .....	RM 0,25	" " "
11. Hay and straw .....	RM 0,25	" " "
12. Loads of aeroplanes and special cargo Special agreement (as extra work).		